

LTIP
PROJECT
#2

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CBR02

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: GREEN TOWNSHIP CODE# 061- 00061

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9/ 01/ 05

CONTACT: Fred B. Schlimm, Jr. PHONE # (513) 574 - 8832

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 598-3097 E-MAIL fschlimm@greentwp.org

PROJECT NAME: Harrison Avenue/Rybolt Road & I-74 Improvement

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☒ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 1,151,227.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 1,988,035.00 FUNDING REQUESTED: \$ 1,151,227.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ _____ LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☐ State Capital Improvement Program ☐ Small Government Program
☐ Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ /C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____ / ____ / ____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____ / ____ / ____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

FORCE ACCOUNT
DOLLARS

a.) Basic Engineering Services:

\$ 0.00

| | |
|--------------------|---------------|
| Preliminary Design | \$ _____ . 00 |
| Final Design | \$ _____ . 00 |
| Bidding | \$ _____ . 00 |
| Construction Phase | \$ _____ . 00 |

Additional Engineering Services

\$ _____ .00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$ _____ .00

c.) Construction Costs:

\$ 1,988,035.00

d.) Equipment Purchased Directly:

\$ _____ .00

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance
Applications Only)

\$ _____ .00

f.) Construction Contingencies:

\$ _____ .00

g.) TOTAL ESTIMATED COSTS:

\$ 1,988,035.00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

| | DOLLARS | % |
|-----------------------------------|--------------------------------|-------------|
| a.) Local In-Kind Contributions | \$ <u> .00</u> | |
| b.) Local Revenues | \$ <u>101,808.00</u> | 5% |
| c.) Other Public Revenues | \$ <u> </u> | |
| ODOT | \$ <u> 0.00</u> | |
| Rural Development | \$ <u> .00</u> | |
| OEPA | \$ <u> .00</u> | |
| OWDA | \$ <u> .00</u> | |
| CDBG | \$ <u> .00</u> | |
| OTHER <u> </u> | \$ <u>735,000.00</u> | 37% |
| SUBTOTAL LOCAL RESOURCES: | \$ <u>836,808.00</u> | 42% |
| d.) OPWC Funds | | |
| 1. Grant | \$ <u>1,151,227.00</u> | 58% |
| 2. Loan | \$ <u> .00</u> | |
| 3. Loan Assistance | \$ <u> .00</u> | |
| SUBTOTAL OPWC RESOURCES: | \$ <u>1,151,227.00</u> | |
| e.) TOTAL FINANCIAL RESOURCES: | \$ <u>1,988,035.00</u> | <u>100%</u> |

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# Sale Date:
 STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Harrison Avenue, Rybolt Road & I-74 Improvement Project

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The project is located in northwest Green Township. It includes the interchanges (both entrance and exit) of I-74 at Harrison Avenue & Rybolt Roads, as well as other sections of Harrison Avenue and Rybolt Road, a portion of Hearne Road and all of Russell Heights Drive. Please see attached map.

PROJECT ZIP CODE: 45247

B: PROJECT COMPONENTS:

There are two main components (phases) to this ambitious project. The first of these involves the relocation of the existing Rybolt Road which will necessitate improvements to three streets. The second involves the reconstruction of the interchanges of I-74 with Harrison Avenue and Rybolt Road. Please see page 12 of the Interstate Modification Study submitted with this application for a plan of what completed improvements will accomplish.

ODOT improvements have been incorporated into this project so as to ensure a seamless construction of the two components of this project and and to ensure that traffic disruptions are kept to a minimum. ODOT has received funding for their component of this project from the Hot Spot Funding Program. Originally they had planned to proceed independently with the "hot spots" project sometime after completion of the first component, but with no firm timeframe provided. ODOT has now committed to joining Green Township and Hamilton County in seeing that their component is constructed beginning immediately upon completion of the first component.

Information on the specific particulars of each component as follows:

Component One – Relocation of Rybolt Road

Rybolt Road – Rybolt Road is to be relocated to the east beginning at a point 400' south of Russell Heights Drive. It will again intersect Harrison Avenue at a point approximately 1,500' south of the present intersection of Harrison and Rybolt, where Hearne Road and Harrison now intersect. "Old" Rybolt Road will be improved and will stay in service as the means for traffic from eastbound I-74 to access southbound Rybolt and as a means for traffic on northbound Rybolt Road to access the Autumn Oak Ridge and Bridge Pointe Subdivisions and existing businesses located

between the Rybolt Road exit of I-74 and "new" Rybolt Road. The intersection of "old & new" Rybolt Roads will be controlled by a traffic signal that will be timed to allow only minimal movement from "new" Rybolt Road onto "old" Rybolt Road by means of a left-turn arrow. This signal control will ensure that only those vehicles wishing to access the aforementioned subdivisions and businesses will choose to use "old" Rybolt as the left-turn arrow will only allow for a few vehicles to proceed north during its cycle. A new traffic signal will be installed at the new intersection of Rybolt Road and Harrison Avenue. Pavement is to be constructed of full-depth asphalt. A new underground storm sewer system will be constructed to replace the existing road side ditch. Concrete vertical curb will be installed as well. Several large retaining walls will need to be constructed at various locations.

Hearne Road – Hearne Road will be reconstructed to meet the "new" Rybolt Road at a point approximately 400' west of the present intersection of Hearne and Harrison. That 400' segment of Hearne Road that is now present between Harrison and the proposed "new" Rybolt Road will become part of the "new" Rybolt Road. The remaining portion of Hearne Road, to the north of the proposed new intersection of Rybolt and Hearne Roads, will remain open for local traffic. Asphalt pavement with concrete vertical curb.

Russell Heights Drive – The present intersection of Russell Heights Drive and Rybolt Road will be reconstructed to improve severe grade issues here and to allow for Russell Heights to intersect at a right angle. The remainder of Russell Heights Drive will be rehabilitated including the installation of concrete vertical curb and the repaving of the street's asphalt surface following milling of the existing pavement and full-depth repairs where needed.

Component Two – Reconstruction of I-74 access from Harrison Avenue and Rybolt Road

Harrison Avenue- Exclusive northbound right-turn lanes for both the eastbound and westbound I-74 ramps will be constructed. An exclusive southbound right-turn lane will be constructed between the "old" and the "new" Rybolt Road intersections with Harrison Avenue. All three of these lanes will be constructed of concrete and overlaid with asphalt. Installation of new traffic signals.

I-74 ramps – Reconfiguration of the westbound entrance ramp from Harrison Avenue that will eliminate the right turn slip ramp. Right turn traffic is to be controlled at the existing traffic signal. The eastbound I-74 entrance ramp will be rehabilitated to accommodate the new right-turn lane from Harrison Avenue. The eastbound I-74 exit ramp will be reconstructed at its intersection with Rybolt Road. This will include the construction of a third lane for the exclusive use of motorists wishing to proceed southbound on Rybolt Road. The other two lanes will be designated as left-turn only.

Rybolt Road – Rehabilitation of the section of Rybolt Road from the eastbound I-74 exit ramp to Harrison Avenue. This will include the installation of an asphalt pavement surface atop the existing concrete pavement surface. This section of roadway will become one-way northbound as access from Harrison Avenue will be eliminated and thus will require re-striping of traffic lanes and the elimination of the entrance ramp and island for access from southbound Harrison Avenue.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

What remains of old Rybolt Road is to be 1,210' in length. It is to begin at the point at the signalized intersection at which "new" Rybolt turns to the east. It is to consist of two lanes, 12' in width from the intersection with "new" Rybolt to a point approximately 200' south of the eastbound I-74 exit ramp. At this point, there will be two northbound lanes and one southbound, all 12' in width. The construction on this section of Rybolt Road is to consist of an asphalt pavement and vertical curb. Once through the intersection with the eastbound I-74 exit ramp, there will be four northbound lanes, all 12" in width, and no southbound lanes. This section of Rybolt Road will see an asphalt pavement surface installed atop the existing concrete pavement present now. The entrance ramp and island for access from southbound Harrison Avenue will be removed.

New Rybolt Road is to be 2,200' in length beginning at a point 400' south of Russell Heights Drive and ending at the present intersection of Hearne Road & Harrison Avenue. Widening will start 400' south of Russell Heights Drive and transition from the existing two lane configuration to three lanes. Each lane is to be 11' in width. At a point approximately 150' north of Russell Heights Drive the three lane configuration will become a five-lane roadway; two lanes for southbound Rybolt, two lanes to continue on "new" eastbound Rybolt, and a left-turn lane for access to "old" northbound Rybolt. Each lane is to be 11' in width. Once through this signalized intersection at "old" Rybolt, this "new" Rybolt pavement section will become four lanes, two in each direction, 11' in width. A left-turn lane is to be installed at the intersection to Hearne Road and another for the new driveway to be constructed for access to existing businesses in the area. Five lanes will be constructed at the intersection with Harrison Avenue; two lanes westbound and three eastbound. The eastbound lanes will include two designated left-turn only lanes to northbound Harrison Avenue and a combination thru/left-turn lane for access to the shopping center across the street and for southbound Harrison Avenue. Pavement construction to be full-depth asphalt with concrete vertical curb.

Harrison Avenue – Northbound Harrison Avenue will see 11' wide right-turn lanes for eastbound and westbound I-74 entrance ramps constructed. The lane for eastbound I-74 is to be approximately 825' in length. For westbound I-74 it is to be approximately 700' in length. Another right-turn lane 11' wide and approximately 825' in length will be

constructed on southbound Harrison for the new Rybolt Road and Harrison Avenue intersection. These lanes are to be constructed of concrete and overlaid with asphalt. The section of Harrison Avenue that lies between the westbound I-74 entrance/exit ramp and the intersection of eastbound I-74/ "old" Rybolt Road is to be rehabilitated. This will include the grinding of the existing pavement surface, full-depth repairs where necessary, the repair of concrete curb and gutter, and repaving with asphalt.

Russell Heights Drive – Asphalt pavement, two lanes each 12' wide 515' in length.

Hearne Road – Intersection with new Rybolt Road to be reconstructed to meet new Rybolt Road at a right angle. Three lanes, 11' wide. Full-depth asphalt pavement with concrete vertical curb.

I-74 ramps – The entrance ramp for eastbound I-74 is to be improved to accept traffic from the right-turn lane to be constructed on northbound Harrison Avenue. The existing pavement is to be rehabilitated to a point approximately 200' east of Harrison Avenue. This will include the milling of existing pavement, full-depth repairs where necessary and repaving with asphalt. The entrance/exit ramp for westbound I-74 is to be improved to accept traffic from the right-turn lane to be constructed on northbound Harrison Avenue. This will include the elimination of the slip ramp presently used by northbound motorists. The existing pavement is to be rehabilitated to a point approximately 300' east of Harrison Avenue. This will include the milling of existing pavement, full-depth repairs where necessary and repaving with asphalt. The exit ramp for eastbound I-74 is to see a combination of reconstruction and rehabilitation take place on it. At Rybolt this ramp will be reconstructed and widened to add a third lane. Reconstruction to include construction of a concrete pavement with asphalt overlay. The remainder of the ramp will be rehabilitated to a point approximately 800' west of Rybolt Road. This will include the milling of existing pavement, full-depth repairs where necessary and repaving with asphalt.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

A summary of the capacity results for the area is shown in the Additional Support Information section of this application. More detail can be found in the Interstate Modification Study submitted with this application. In general, the intersections and pavement sections included in the project area have failed in terms of their functioning to convey traffic through the project area. Improvements to be constructed will ensure improved traffic flow through 2029.

Road or Bridge: Current ADT 19,800 Year: 2005 Projected ADT: 36,453 Year: 2010

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$_____ Proposed Rate: \$_____

Stormwater: Number of households served:

2.3 **USEFUL LIFE / COST ESTIMATE:** Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 **REPAIR/REPLACEMENT or NEW/EXPANSION:**

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 150,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 1,688,035.00

4.0 **PROJECT SCHEDULE: ***

| | BEGIN DATE | END DATE |
|------------------------------------|---------------------|---------------------|
| 4.1 Engineering/Design: | <u>6 / 20 / 03</u> | <u>4 / 30 / 06</u> |
| 4.2 Bid Advertisement and Award: | <u>12 / 01 / 06</u> | <u>12 / 31 / 06</u> |
| 4.3 Construction: | <u>5 / 01 / 07</u> | <u>11 / 30 / 09</u> |
| 4.4 Right-of-Way/Land Acquisition: | <u>1 / 15 / 05</u> | <u>11 / 30 / 06</u> |

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 **APPLICANT INFORMATION:**

5.1 **CHIEF EXECUTIVE**

OFFICER Kevin Celarek
TITLE Administrator
STREET 6303 Harrison Avenue
CITY/ZIP Cincinnati, Ohio 45247
PHONE (513) 574 - 4848
FAX (513) 574 - 6260
E-MAIL kcelarek@greentwp.org

5.2 **CHIEF FINANCIAL**

OFFICER Thomas Straus
TITLE Clerk
STREET 6303 Harrison Avenue
CITY/ZIP Cincinnati, Ohio 45247
PHONE (513) 574-4848
FAX (513) 574-6260
E-MAIL

5.3 **PROJECT MANAGER**

Fred B. Schlimm, Jr.
TITLE Director of Public Services
STREET 6303 Harrison Avenue
CITY/ZIP Cincinnati, Ohio 45247
PHONE (513) 574-8832
FAX (513) 598-3097
E-MAIL fschlimm@greentwp.org

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Kevin T. Celarek, Green Township Administrator
Certifying Representative (Type or Print Name and Title)

Signature/Date Signed

Changes in Project Officials must be submitted in writing from the CEO.

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Kevin T. Celarek, Green Township Administrator
Certifying Representative (Type or Print Name and Title)

Kevin T. Celarek Sept 15, 2005
Signature/Date Signed

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

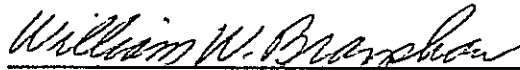
FAX (513) 946-4288

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Rybolt Road Relocation project will have a useful life of at least 30 years.

CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.



WILLIAM W. BRAYSHAW, P.E., - P.S.
HAMILTON COUNTY ENGINEER

| <u>Line #</u> | <u>Item Number</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Price</u> | <u>Extension</u> |
|---------------------------------|--------------------|-----------------|--------------|-------------------|------------------|
| <u>Description</u> | | | | | |
| <u>Supplemental Description</u> | | | | | |
| Group 0001: Roadway | | | | | |
| 0000 | 651E1000 | 6,250 | CY | 3.95697 | \$ 24,731.06 |
| TOPSOIL STOCKPILED | | | | | |
| 0001 | 201E11000 | 1 | LS | 45,000.00 | \$ 45,000.00 |
| CLEARING AND GRUBBING | | | | | |
| 0002 | 202E23000 | 2,865 | SY | 9.62807 | \$ 27,584.42 |
| PAVEMENT REMOVED | | | | | |
| 0003 | 202E23001 | 709 | SY | 11.95915 | \$ 8,479.04 |
| PAVEMENT REMOVED, AS PER PLAN | | | | | |
| Residential Driveways | | | | | |
| 0004 | 202E3000 | 3450 | SF | 2.09803 | \$ 7,238.20 |
| WALK REMOVED | | | | | |
| 0005 | 202E35100 | 2,040 | FT | 8.38237 | \$ 17,100.03 |
| PIPE REMOVED, 24" AND UNDER | | | | | |
| 0006 | 202E35200 | 87 | FT | 21.40500 | \$ 1,862.24 |
| PIPE REMOVED OVER 24" | | | | | |
| 0007 | 202E3200 | 3,042 | FT | 5.06521 | \$ 15,408.37 |
| CURB REMOVED | | | | | |
| 0008 | 202E5800 | 6 | EA | 275.15367 | \$ 1,650.92 |
| MANHOLE REMOVED | | | | | |
| 0009 | 202E58100 | 17 | EA | 232.58421 | \$ 3,953.93 |
| CATCH BASIN REMOVED | | | | | |
| 0010 | 202E62700 | 5 | EA | 864.57762 | \$ 4,322.89 |
| SEPTIC TANK REMOVED | | | | | |
| 0011 | 202E98400 | 2,950 | SF | 12.00000 | \$ 35,400.00 |
| REMOVAL MISC: | | | | | |
| Retaining Wall Removed | | | | | |
| 0013 | 202E32500 | 150 | FT | 4.56965 | \$ 685.45 |
| CURB AND GUTTER REMOVED | | | | | |
| 0014 | 203E10000 | 40,100 | CY | 8.60412 | \$ 345,025.21 |
| EXCAVATION | | | | | |
| 0015 | 203E10001 | 200 | CY | 30.00000 | \$ 6,000.00 |
| EXCAVATION AS PER PLAN | | | | | |
| Asphalt & Gravel Driveways | | | | | |
| 0016 | 203E20000 | 31,200 | CY | 4.59999 | \$ 143,519.69 |
| EMBANKMENT | | | | | |
| 0017 | 203E40000 | 9,000 | CY | 20.00000 | \$ 180,000.00 |
| BORROW | | | | | |
| 0018 | 204E10000 | 18,750 | SY | 0.94038 | \$ 17,632.13 |
| SUBGRADE COMPACTION | | | | | |
| 0019 | 607E20000 | 1,600 | FT | 14.14834 | \$ 22,637.34 |
| FENCE TYPE CL | | | | | |

| | | | | | | |
|-----------------------------------|-----------|--------|-----|-------------|----|-----------------|
| 0020 | 607E35000 | 122 | FT | 34.76593 | \$ | 4,241.44 |
| FENCE REMOVED AND REBUILT | | | | | | |
| 0021 | 608E12000 | 3,030 | SF | 5.27139 | \$ | 15,972.31 |
| 5" CONCRETE WALK | | | | | | |
| 0022 | 608E40000 | 5 | FT | 240.00000 | \$ | 1,200.00 |
| CONCRETE STEPS, TYPE A | | | | | | |
| 0023 | 608E49001 | 8 | EA | 274.73767 | \$ | 2,197.90 |
| CURB RAMP AS PER PLAN | | | | | | |
| 0024 | 606E13000 | 1,500 | FT | 11.53958 | \$ | 17,309.37 |
| GUARDRAIL TYPE 5 | | | | | | |
| 0025 | 606E13050 | 70 | FT | 16.10140 | \$ | 1,127.10 |
| GUARDRAIL TYPE 5A | | | | | | |
| 0026 | 653E10000 | 2,862 | CY | 40.00000 | \$ | 114,480.00 |
| TOPSOIL FURNISHED AND PLACED | | | | | | |
| 0135 | 690E50350 | 13 | EA | 90.72692 | \$ | 1,179.45 |
| SPECIAL MAILBOX REMOVED AND RESET | | | | | | |
| TOTAL FOR GROUP 0001: | | | | | | \$ 1,065,938.49 |
| GROUP 0002: EROSION CONTROL | | | | | | |
| 0027 | 659E10000 | 34,300 | SY | 0.43235 | \$ | 14,829.61 |
| SEEDING AND MULCHING | | | | | | |
| 0028 | 659E20000 | 3.09 | TON | 365.21833 | \$ | 1,128.52 |
| COMMERCIAL FERTILIZER | | | | | | |
| 0029 | 659E30000 | 14.23 | TON | 1,000.00 | \$ | 14,230.00 |
| AGRICULTURAL LIME | | | | | | |
| 0124 | 832E20000 | 1 | LS | 40,000.00 | \$ | 40,000.00 |
| EROSION CONTROL | | | | | | |
| TOTAL FOR GROUP 0002 | | | | | | \$ 70,188.13 |
| GROUP 0003: DRAINAGE | | | | | | |
| 0030 | 602E20000 | 0.50 | CY | 1,570.21929 | \$ | 785.11 |
| CONCRETE MASONRY | | | | | | |
| CONCRETE COLLAR | | | | | | |
| 0031 | 602E98000 | 1 | LS | 2,800.00 | \$ | 2,800.00 |
| MASONRY MISC | | | | | | |
| 18" HEADWALL WITH WINGWALLS | | | | | | |
| 0032 | 602E98000 | 1 | LS | 3,500.00 | \$ | 3,500.00 |
| 24" HEADWLL WITH WINGWALLS | | | | | | |
| 0033 | 603E04400 | 569 | FT | 58.03428 | \$ | 91,055.79 |
| 12" CONDUIT TYPE B | | | | | | |
| 0034 | 603E04600 | 310 | FT | 41.87369 | \$ | 12,980.84 |
| 12" CONDUIT TYPE C | | | | | | |
| 0035 | 603E05900 | 302 | FT | 75.26306 | \$ | 22,729.44 |
| 15" CONDUIT TYPE B | | | | | | |
| 0036 | 603E07400 | 168 | FT | 86.88560 | \$ | 14,596.78 |
| 18" CONDUIT TYPE B | | | | | | |
| 0037 | 603E07600 | 80 | FT | 45.97023 | \$ | 3,677.62 |
| 18" CONDUIT TYPE C | | | | | | |

| | | | | | | |
|--|-----------|-----|----|-------------|----|------------|
| 0038 | 603E08900 | 44 | FT | 75.47401 | \$ | 3,320.86 |
| 21" CONDUIT TYPE B | | | | | | |
| 0039 | 603E10400 | 194 | FT | 78.96980 | \$ | 15,320.14 |
| 24" CONDUIT TYPE B | | | | | | |
| 0040 | 603E10600 | 42 | FT | 81.33270 | \$ | 3,415.97 |
| 24" CONDUIT TYPE C | | | | | | |
| 0041 | 603E13400 | 60 | FT | 78.49692 | \$ | 4,709.82 |
| 30" CONDUIT TYPE B | | | | | | |
| 0042 | 603E16400 | 470 | FT | 101.91689 | \$ | 47,900.94 |
| 36" CONDUIT TYPE B | | | | | | |
| 0043 | 603E19400 | 162 | FT | 124.50206 | \$ | 20,169.33 |
| 42" CONDUIT TYPE B | | | | | | |
| 0044 | 603E23800 | 798 | FT | 269.01517 | \$ | 214,674.11 |
| 60" CONDUIT TYPE B | | | | | | |
| 0045 | 603E98300 | 8 | FT | 600.00000 | \$ | 4,800.00 |
| CONDUIT MISC | | | | | | |
| 3" X 3" CONDUIT TYPE B 706.65 | | | | | | |
| 0046 | 603E22400 | 183 | FT | 193.05644 | \$ | 35,329.33 |
| 54" CONDUIT TYPE B | | | | | | |
| 0047 | 603E01400 | 200 | FT | 8.47829 | \$ | 1,695.66 |
| 6" CONDUIT TYPE E | | | | | | |
| 0048 | 604E32100 | 1 | EA | 4,715.71200 | \$ | 4,715.71 |
| MANHOLE, NO. 5 | | | | | | |
| 0049 | 604E31501 | 17 | EA | 2,037.85149 | \$ | 34,643.48 |
| MANHOLE, NO. 3 AS PER PLAN | | | | | | |
| 0050 | 604E04100 | 8 | EA | 1,074.89867 | \$ | 8,599.19 |
| CATCH BASIN NO. 2-2A | | | | | | |
| 0051 | 604E04500 | 2 | EA | 1,042.33839 | \$ | 2,084.68 |
| CATCH BASIN NO. 2-2B | | | | | | |
| 0052 | 604E04900 | 8 | EA | 1,302.78034 | \$ | 10,422.24 |
| CATCH BASIN NO. 2-3 | | | | | | |
| 0053 | 604E00400 | 19 | EA | 1,980.24331 | \$ | 37,624.62 |
| CATCH BASIN NO. 3 | | | | | | |
| 0054 | 604E00401 | 21 | EA | 2,898.60547 | \$ | 60,870.71 |
| CATCH BASIN NO. 3, AS PER PLAN | | | | | | |
| 0055 | 604E02000 | 1 | EA | 1,469.31760 | \$ | 1,469.32 |
| CATCH BASIN NO. 6 | | | | | | |
| 0056 | 604E09000 | 1 | EA | 533.39832 | \$ | 533.40 |
| CATCH BASIN ADJUSTED TO GRADE | | | | | | |
| 0058 | 604E31500 | 5 | EA | 1,940.88139 | \$ | 9,704.41 |
| MANHOLE NO. 3 | | | | | | |
| 0059 | 604E98000 | 1 | EA | 1,500.00 | \$ | 1,500.00 |
| DRAINAGE STRUCTURE MISC | | | | | | |
| CONNECT STORM PIPE TO EXISTING MANHOLE | | | | | | |
| 0060 | 604E34500 | 1 | EA | 512.25334 | \$ | 512.25 |
| MANHOLE ADJUSTED TO GRADE | | | | | | |
| 0061 | 605E11100 | 379 | FT | 7.01582 | \$ | 2,659.00 |
| 6" SHALLOW PIPE UNDERDRAINS | | | | | | |
| 0136 | 690E9100 | 1 | LS | 15,000.00 | \$ | 15,000.00 |

SPECIAL - S - BUILT CONSTRUCTION PLANS

STORM SEWER AS - BUILT DRAWINGS

TOTAL FOR GROUP 0003:

\$ 693,800.75

GROUP 0004: PAVEMENT

0062 254E01000 1520 SY 33.64699 \$ 5,543.42

PAVEMENT PLANING ASPHALT CONCRETE

0063 301E46000 4000 CY 59.61729 \$ 238,469.16

ASPHALT CONCRETE BASE, PG64-22

0064 301E48000 710 CY 114.56748 \$ 81,342.91

ASPHALT CONCRETE BASE, PG64-22 DRIVEWAYS

0065 304E20000 120 CY 38.0122 \$ 4,561.46

AGGREGATE BASE

0066 448E46010 890 CY 92.58428 \$ 82,400.01

ASPHALT CONCRETE INTERMEDIAT COURSE TYPE 1 PG64-28

0067 448E50000 960 CY 98.21431 \$ 94,285.74

ASPHALT CONCRETE SURFACE COURSE TYPE 1H

0068 448E46040 80 CY 95.26402 \$ 7,621.12

ASPHALT CONCRETE INTERMEDIAT COURSE TYPE 2 PG64-28

0069 448E48020 235 CY 155.92504 \$ 36,642.38

ASPHALT CONCRETE SURFACE COURSE TYPE 1DRIVEWAYS

0070 452E12000 1455 SY 40.1668 \$ 58,442.69

8" NON-REINFORCED CONCRETE PAVEMENT

0071 452E11000 919 SY 40.05502 \$ 36,810.56

7" NON-REINFORCED CONCRETE PAVEMENT

0078 609E10000 84 FT 40.00000 \$ 3,360.00

ASPHALT CONCRETE CURB TYPE 1

0079 609E26000 3235 FT 12.30434 \$ 39,804.54

CURB TYPE 6

0080 609E12000 5433 FT 17.58454 \$ 95,536.81

COMBINATION CURB AND GUTTER TYPE 2

TOTAL FOR GROUP 0004:

\$ 784,820.80

GROUP 0005 WATER WORK

0074 638E80700 650 FT 180.00167 \$ 117,001.09

SPECIAL - FURNISHING AND LAYING 8" DUCTILE IRON PIPE AND FITTINGS (CIN. 1101)

0075 638E80900 850 FT 193.76041 \$ 164,696.35

SPECIAL FURNISHING AND LAYING 12" DUCTILE IRON PIPE AND FITTINGS (CIN. 1101)

0076 638E98100 1 LS 3,500.00 \$ 3,500.00

WATER WORK, MISC.

RELOCATE EX. FIRE PIT ON HEARNE TO HOTEL

TOTAL FOR GROUP 0005:

\$ 285,197.44

GROUP 0006: SANITARY SEWER

0073 603E01909 82 FT 45.00 \$ 3,690.00

8" CONDUIT TYPE B DUCTILE IRON PIPE AND CLASS 53, MECHANICAL JOINTS AND FITTINGS

AS PER PLAN

0137 690E98400 1 LS 15,000.00 \$ 15,000.00

SPECIAL- MISC.

MAINT EX. PRIVATE SANITARY SEWER FLOWS

TOTAL FOR GROUP 0006:

\$ 18,690.00

GROUP 0007: LIGHTING

| | | | | | | |
|---|-----------|------|----|------------|----|-----------|
| 0138 | 202E75400 | 13 | EA | 150.73227 | \$ | 1,959.52 |
| LIGHT PLOE REMOVED | | | | | | |
| 0139 | 202E75502 | 13 | EA | 204.34317 | \$ | 2,656.46 |
| PORTION OF LIGHT POLE FOUNDATION REMOVED | | | | | | |
| 0140 | 625E00500 | 14 | EA | 52.83564 | \$ | 739.70 |
| CONNECTOR KIT TYPE 11 | | | | | | |
| 00141 | 625E14501 | 2 | EA | 1668.42457 | \$ | 3,336.85 |
| LIGHT POLE FOUNDATION, AS PER PLAN | | | | | | |
| attach to retaining wall | | | | | | |
| 0142 | 625E01500 | 8 | EA | 63.87157 | \$ | 510.97 |
| CABLE SPLICING KIT | | | | | | |
| 0143 | 625E10481 | 3 | EA | 2806.93671 | \$ | 6,260.81 |
| LIGHT POLE DECORATIVE AS PER PLAN | | | | | | |
| 0144 | 625E10500 | 4 | EA | 600.00 | \$ | 2,400.00 |
| LIGHT POLE MISC | | | | | | |
| DECORATIVE | | | | | | |
| 0145 | 625E14001 | 5 | EA | 820.90583 | \$ | 4,104.53 |
| LIGHT POLE FOUNDATION, 24" X 6" DEEP, AS PER PLAN | | | | | | |
| 0146 | 625E23200 | 1740 | FT | 1.3734 | \$ | 2,389.72 |
| NO. 4 AWG 5000 VOLT DISTRIIBUTION CABLE | | | | | | |
| 0147 | 625E23400 | 170 | FT | 0.71852 | \$ | 122.15 |
| NO. 10 AWG POLE AND BRACKET CABLE | | | | | | |
| 0148 | 625E25502 | 580 | FT | 4.16107 | \$ | 2,413.42 |
| CONDUIT 3 725.05 | | | | | | |
| 0149 | 625E27401 | 4 | EA | 581.66283 | \$ | 2,326.65 |
| LUMINAIRE, POST TOP, AS PER PLAN | | | | | | |
| 0150 | 625E27600 | 3 | EA | 400.00 | \$ | 1,200.00 |
| LUMINAIRE MISC | | | | | | |
| FLOOD LIGHT | | | | | | |
| 0151 | 625E29002 | 380 | FT | 4.71567 | \$ | 1,791.95 |
| TRENCH 24" DEEP | | | | | | |
| 0152 | 625E29600 | 160 | FT | 26.80436 | \$ | 4,288.70 |
| TRENCH IN PAVED AREA TYPE B | | | | | | |
| 0153 | 625E31200 | 3 | EA | 451.64157 | \$ | 1,354.92 |
| PULL BOX, 725.07, 13" X 18" | | | | | | |
| 0154 | 625E32000 | 7 | EA | 128.80094 | \$ | 901.61 |
| GROUND ROD | | | | | | |
| 0155 | 631E94200 | 12 | EA | 25.88506 | \$ | 310.62 |
| REMOVAL OF LUMINAIRE AND DISPOSAL | | | | | | |
| 0156 | 630E85601 | 1 | EA | 367.81546 | \$ | 367.82 |
| REMOVAL OF GROUND MOUNTED MAJOR SIGN AND REERECTION AS PER PLAN | | | | | | |
| TOTAL FOR GROUP 0007 | | | | | \$ | 39,436.38 |

GROUP 0008: TRAFFIC CONTROL

| | | | | | | |
|------|-----------|-----|----|----------|----|----------|
| 0077 | 621E00100 | 174 | EA | 22.45989 | \$ | 3,908.02 |
|------|-----------|-----|----|----------|----|----------|

| | | | | | | |
|---|-----------|------|------|-----------|----|------------|
| 0081 | 630E03100 | 585 | FT | 5.64620 | \$ | 3,303.03 |
| GROUND MOUNTED SUPPORT NO 3 POST | | | | | | |
| 0082 | 630E7900 | 26 | EA | 149.71296 | \$ | 3,892.54 |
| SIGN HANGER ASSEMBLY, SPAN WIRE | | | | | | |
| 0083 | 630E79500 | 6 | EA | 98.88890 | \$ | 593.33 |
| SIGN SUPPORT ASSEMBLY POLE MOUNTED | | | | | | |
| 0084 | 630E80100 | 400 | SF | 13.67994 | \$ | 5,471.98 |
| SIGN, FLAT SHEET | | | | | | |
| 0085 | 630E80500 | 8 | EA | 93.18199 | \$ | 745.46 |
| SIGN DOUBLE FACED STREET NAME | | | | | | |
| 0086 | 630E82000 | 7 | EA | 110.54579 | \$ | 773.82 |
| SIGN BACKING ASSEMBLY | | | | | | |
| 0087 | 630E8500 | 4 | EA | 12.05044 | \$ | 48.20 |
| REMOVAL OF GROUND MOUNTED SIGN AND STORAGE | | | | | | |
| 0088 | 630E85100 | 1 | EA | 39.15893 | \$ | 39.16 |
| REMOVAL OF GROUND MOUNTED SIGN AND REERECTION | | | | | | |
| 0089 | 630E86002 | 2 | EA | 16.23596 | \$ | 32.47 |
| REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL | | | | | | |
| 0090 | 642E00091 | 0.20 | MILE | 325.00000 | \$ | 65.00 |
| EDGE LINE, AS PER PLAN | | | | | | |
| YELLOW | | | | | | |
| 0091 | 642E00190 | 0.33 | MILE | 275.00000 | \$ | 90.75 |
| LANE LINE | | | | | | |
| 0092 | 642E00290 | 0.53 | MILE | 845.25790 | \$ | 447.99 |
| CENTER LINE | | | | | | |
| 0093 | 644E00400 | 3365 | FT | 0.91836 | \$ | 3,090.28 |
| CHANNELIZING LINE | | | | | | |
| 0094 | 644E00500 | 234 | FT | 4.97390 | \$ | 1,163.89 |
| STOP LINE | | | | | | |
| 0095 | 644E00600 | 553 | FT | 1.92255 | \$ | 1,063.17 |
| CROSSWALK LINE | | | | | | |
| 0096 | 644E00700 | 487 | FT | 3.33907 | \$ | 1,626.13 |
| TRANSVERSE DIAGONAL LINE | | | | | | |
| 0097 | 644E01500 | 202 | FT | 1.19463 | \$ | 241.32 |
| DOTTED LINE | | | | | | |
| 0098 | 644E01300 | 36 | EA | 68.76153 | \$ | 2,475.42 |
| LANE ARROW | | | | | | |
| 0099 | 644E01400 | 18 | EA | 82.94990 | \$ | 1,493.10 |
| WORD ON PAVEMENT 72 | | | | | | |
| TOTAL FOR GROUP 0008: | | | | | \$ | 30,565.04 |
| GROUP 0009: TRAFFIC SIGNALS | | | | | | |
| 0100 | 625E25402 | 120 | FT | 3.65550 | | \$438.66 |
| CONDUIT, 2", 725.05 | | | | | | |
| 0101 | 625E29002 | 120 | FT | 4.71567 | | \$565.88 |
| TRENCH, 24" DEEP | | | | | | |
| 0102 | 625E30700 | 4 | EA | 531.52965 | | \$2,126.12 |
| PULL BOX, 725.08, 18" | | | | | | |
| 0103 | 625E30706 | 2 | EA | 634.76763 | | \$1,269.54 |

| | | | | | |
|---|-----------|--------|----|-------------|--------------|
| PULL BOX, 725.08, 24" | | | | | |
| 0104 | 625E32000 | 9 | EA | 128.80094 | \$1,159.21 |
| GROUND ROD | | | | | |
| 0105 | 632E30200 | 713 | FT | 3,83030 | \$2,731.00 |
| MESSENGER WIRE 7 STRAND, 3/8" DIAMETER WITH ACCESSORIES | | | | | |
| 0106 | 632E05001 | 11 | EA | 619.34756 | \$6,812.82 |
| VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, AS PER PLAN | | | | | |
| POLYCARBONATE | | | | | |
| 0107 | 632E05081 | 7 | EA | 1011.98756 | \$7,083.91 |
| VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, AS PER PLAN | | | | | |
| POLYCARBONATE | | | | | |
| 0108 | 632E20721 | 8 | EA | 598.56584 | \$4,788.53 |
| PEDESTRIAN SIGNAL HEAD WITH LED LAMP UNITS, TYPE D2, AS PER PLAN | | | | | |
| 0109 | 632E40700 | 4000 | FT | 1.58279 | \$6,331.16 |
| SIGNAL CABLE, 7 CONDUCTOR NO 14 AWG | | | | | |
| 0110 | 632E68200 | 100 | FT | 1.68369 | \$168.37 |
| POWER CABLE, 2 CONDUCTOR, NO. 6 AWG | | | | | |
| 0111 | 632E26000 | 8 | EA | 143.98839 | \$1,151.91 |
| PEDESTRIAN PUSH BUTTON | | | | | |
| 0112 | 632E26500 | 7 | EA | 885.07172 | \$6,195.50 |
| DETECTOR LOOP | | | | | |
| 0113 | 632E65200 | 2,100 | FT | 1.07083 | \$2,248.74 |
| LOOP DETECTOR LEAD-IN CABLE | | | | | |
| 0114 | 632E82501 | 4 | EA | 2,095.02609 | \$8,380.10 |
| STRAIN POLE, TYPE TC-81.10, DESIGN 5, AS PER PLAN | | | | | |
| 0115 | 632E82701 | 2 | EA | 2,862.32490 | \$5,724.65 |
| STRAIN POLE, TYPE TC-81.10, DESIGN 7, AS PER PLAN | | | | | |
| 0116 | 632E82801 | 1 | EA | 3,097.07017 | \$3,097.07 |
| STRAIN POLE, TYPE TC-81.10. DESIGN 8, AS PER PLAN | | | | | |
| 0117 | 632E64000 | 7 | EA | 2,076.05980 | \$14,532.42 |
| STRAIN POLE FOUNDATION | | | | | |
| 0118 | 632E70001 | 2 | EA | 967.49752 | \$1,935.00 |
| POWER SERVICE, AS PER PLAN | | | | | |
| 0119 | 632E25000 | 18 | EA | 16.69296 | \$300.47 |
| COVERING OF VEHICULAR SIGNAL HEAD | | | | | |
| 0120 | 632E25010 | 8 | EA | 13.41524 | \$107.32 |
| COVERING OF PEDESTRIAN SIGNAL HEAD | | | | | |
| 0121 | 633E01650 | 2 | EA | 7,243.71140 | \$14,487.42 |
| CONTROLLER UNIT TYPE 170E, WITH CABINET TYPE 336 | | | | | |
| 0122 | 632E90103 | 1 | EA | 1,475.84786 | \$1,475.85 |
| REMOVAL OF TRAFFIX SIGNAL INSTALLATION FOR STORAGE, AS PER PLAN | | | | | |
| TOTAL FOR GROUP 0009: | | | | | \$93,111.65 |
| GROUP 0011: RETAINING WALLS | | | | | |
| 0125 | 610E50010 | 11,500 | SF | 50.00000 | \$575,000.00 |
| SPECIAL - RETAINING WALL MISC: | | | | | |
| T-WALL | | | | | |
| 0126 | 610E50010 | 400 | SF | 50.00000 | \$20,000.00 |

| | | | | | |
|---|-----------|-------|------|--------------|----------------|
| SPECIAL - RETAINING WALL MISC: | | | | | |
| REINFORCED CONCRETE RETAINING WALL | | | | | |
| 0127 | 610E16000 | 5,000 | LS | 40.00000 | \$200,000.00 |
| SPECIAL - UNDERCUT AND BACKFILL | | | | | |
| TOTAL FOR GROUP 0011: | | | | | \$795,000.00 |
| GROUP 0012: BUILDING DEMOLITION | | | | | |
| 0072 | 202E56100 | 6 | EA | 2,840.5666 | \$17,043.40 |
| BUILDING DEMOLISHED | | | | | |
| TOTAL FOR GROUP 0012: | | | | | \$17,043.40 |
| GROUP 0013: MAINTENANCE OF TRAFFIC | | | | | |
| 0128 | 614E11000 | 1 | LS | 20,000.00000 | \$20,000.00 |
| MAINTAINING TRAFFIC | | | | | |
| 0129 | 614E11100 | 40 | HOUR | 58.89898 | \$2,355.96 |
| LAW ENFORCEMENT OFFICER WITH PATROL CAR | | | | | |
| 0130 | 614E12420 | 1 | LS | 10,000.00000 | \$10,000.00 |
| DETOUR SIGNING | | | | | |
| TOTAL FOR GROUP 0013: | | | | | \$32,355.96 |
| GROUP 0014: MISCELLANEOUS | | | | | |
| 0131 | 619E16010 | 12 | MNTH | 1,243.49362 | \$14,921.92 |
| FIELD OFFICER TYPE B | | | | | |
| 0132 | 623E10000 | 1 | LS | 10,000.00000 | \$10,000.00 |
| CONSTRUCTION LAYOUT STAKES | | | | | |
| 0133 | 624E10000 | 1 | LS | 25,000.00000 | \$25,000.00 |
| MOBILIZATION | | | | | |
| TOTAL FOR GROUP 0014: | | | | | \$49,921.92 |
| | | | | | \$3,976,069.97 |



County of Hamilton

DUSTY RHODES

AUDITOR

COUNTY ADMINISTRATION BUILDING
138 EAST COURT STREET
CINCINNATI, OHIO 45202

September 14, 2005

STATUS OF FUNDS REPORT

Project: RYBOLT ROAD

This is to certify that the sum of \$1,470,000.00 is available as the local matching funds in connection with the application for State Capital Improvement Program Funds for the above-mentioned project.

The source of the local match will be Road and Bridge Funds. It is anticipated that local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Chief Financial Officer:

A handwritten signature in black ink that reads "Dusty Rhodes". The signature is written over a horizontal line.

DUSTY RHODES
HAMILTON COUNTY AUDITOR



Administration Offices: 6303 Harrison Avenue • Cincinnati, Ohio 45247-7818

(513) 574-4848 • Fax: (513) 574-6260 • E-mail: admin@greentwp.org • Website: www.greentwp.org

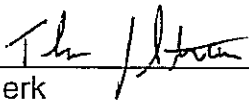
September 12, 2005

STATUS OF FUNDS REPORT

Project: **HARRISON AVENUE, RYBOLT ROAD & I-74 IMPROVEMENT PROJECT**

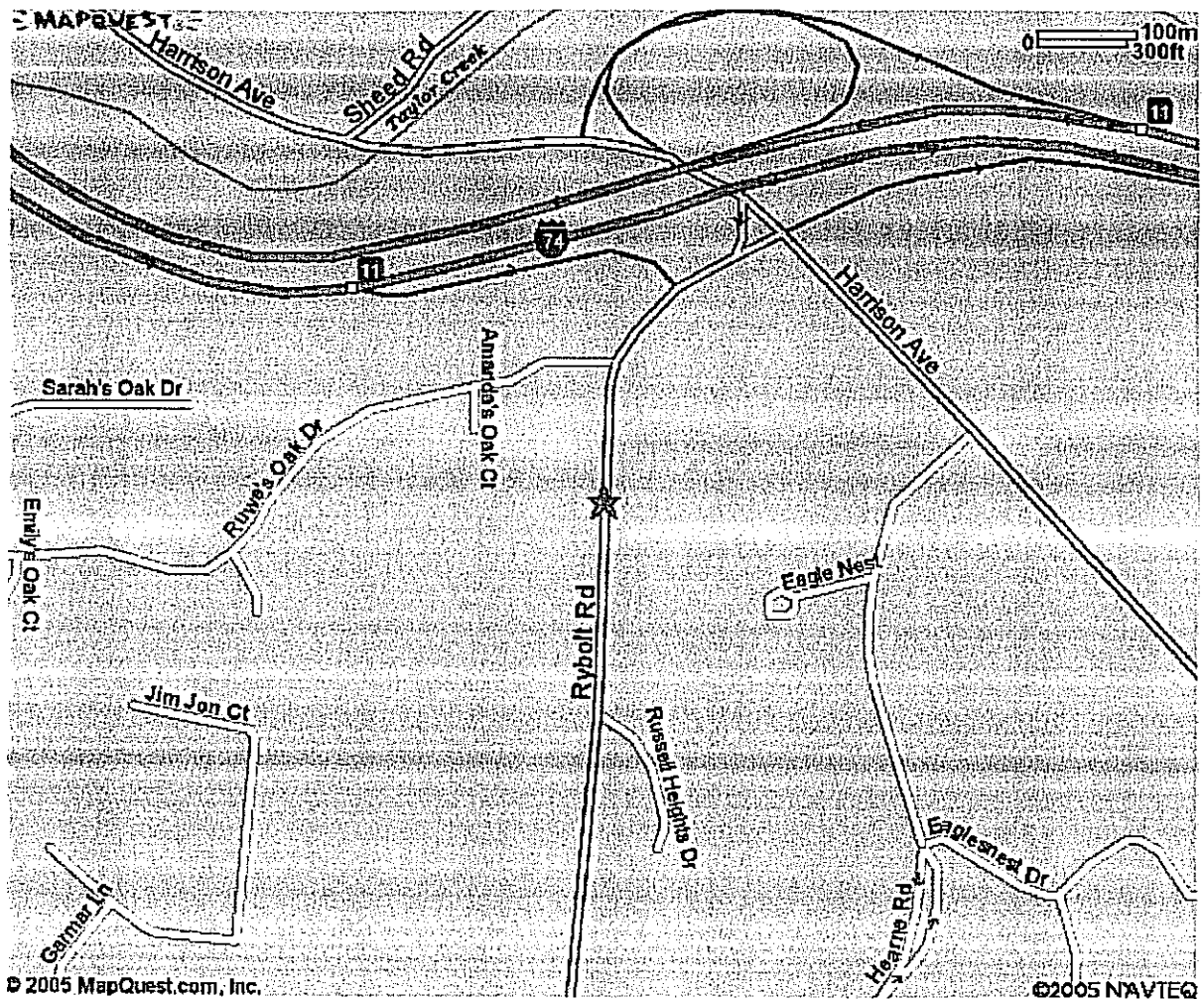
This is to certify that the sum of \$1,000,000.00 is available as the local matching funds in connection with the application for the State Capital Improvement Program Funds for the above-mentioned project.

The source of the local match will be the Green Township T.I.F. Fund. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Thomas J. Straus 
Green Township Clerk
Hamilton County, Ohio

PROJECT LOCATION MAP

Harrison Avenue, Rybolt Road & I-74 Improvement Project



County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the RYBOLT ROAD project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.


WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER

Administration Offices:
6505 Harrison Avenue
Cincinnati, Ohio 45247-7818
(513) 574-4848
Fax: (513) 574-6260
E-mail: admin@greentwp.org
Website: www.greentwp.org



Board of Trustees:
Chuck Mitchell, *Chairman*
Tony Upton, *Vice Chairman*
Steve Grote, *Trustee*

Clerk:
Tom Straus

RESOLUTION #05-0912-H

DIRECTING THE DIRECTOR OF PUBLIC SERVICES TO APPLY FOR
FINANCIAL ASSISTANCE IN 2005 FROM OHIO PUBLIC WORKS COMMISSION

BY THE BOARD:

WHEREAS, the Hamilton County Engineer has notified all Hamilton County Jurisdictions that the District #2 (Hamilton County) Integrating Committee will be accepting applications for 2005 Ohio Public Works Commission financial assistance through September 16, 2005; and

WHEREAS, the Director of Public Services feels the Harrison Avenue & Rybolt Road Improvement Project and the Jessup Road Improvement Project will qualify for financial assistance; and

WHEREAS, the Director of Public Services prepared the following project construction cost estimates:

| <u>PROJECT NAME & STREET INCLUDED</u> | <u>EST. TWP. COST \$</u> | <u>EST. GRANT COST \$</u> | <u>EST. TOTAL COST \$</u> |
|---|----------------------------------|-----------------------------------|-----------------------------------|
| Harrison Avenue & Rybolt Road Improvement Project | \$1,000,000 | \$2,302,455 | \$6,606,515 |
| Jessup Road (Gaines Rd. to Brierly Creek) Improvement Project | \$ 152,020 | \$ 152,020 | \$ 304,040 |

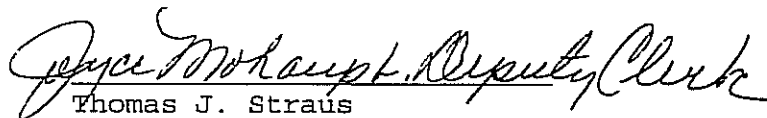
NOW THEREFORE BE IT RESOLVED that this Board does hereby order its Director of Public Services to prepare the necessary application for Ohio Public Works Commission financial assistance in the amount of \$2,302,455 for the Harrison Avenue & Rybolt Road Improvement Project and \$152,020 for the Jessup Road Improvement Project and further directs its Administrator, as Chief Executive Officer for the Township, to execute this application and submit it to the proper authorities.

ADOPTED AT THE REGULAR MEETING of the Board of Township Trustees of Green Township, Hamilton County, Ohio the 12th day of September, 2005.

Mr. Grote Yes Mr. Upton Yes Mr. Mitchell Yes

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcription of a resolution adopted by the Board of Trustees in session this 12th day of September, 2005.



Thomas J. Straus
Green Township Clerk
Hamilton County, Ohio



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 8 • 505 S. ST. RT. 741 • LEBANON, OH 45036 • (800) 831-2142

TRANSPORTATION PLANNING & PROGRAMS DEPARTMENT

September 13, 2005

Fred Schlimm, Director of Public Services
Green Township
6303 Harrison Avenue
Cincinnati, OH 45247-7818

Re: HAM-IR74-11.00 – PID 78083

Dear Fred:

ODOT is committed to funding and constructing the referenced project. The project will reconstruct the interchange of IR 74/Harrison/Rybolt to improve the safety and traffic flow in the interchange area. In the spirit of cooperation, ODOT is coordinating with the County and Township on the Rybolt Road relocation project. ODOT will construct the referenced project after the County/Township project for maintenance of traffic purposes.

If you need any additional information or have questions, please contact me at 513-933-6584.

Respectfully,

A handwritten signature in black ink, appearing to read "Jay Hamilton", is written over the word "Respectfully,".

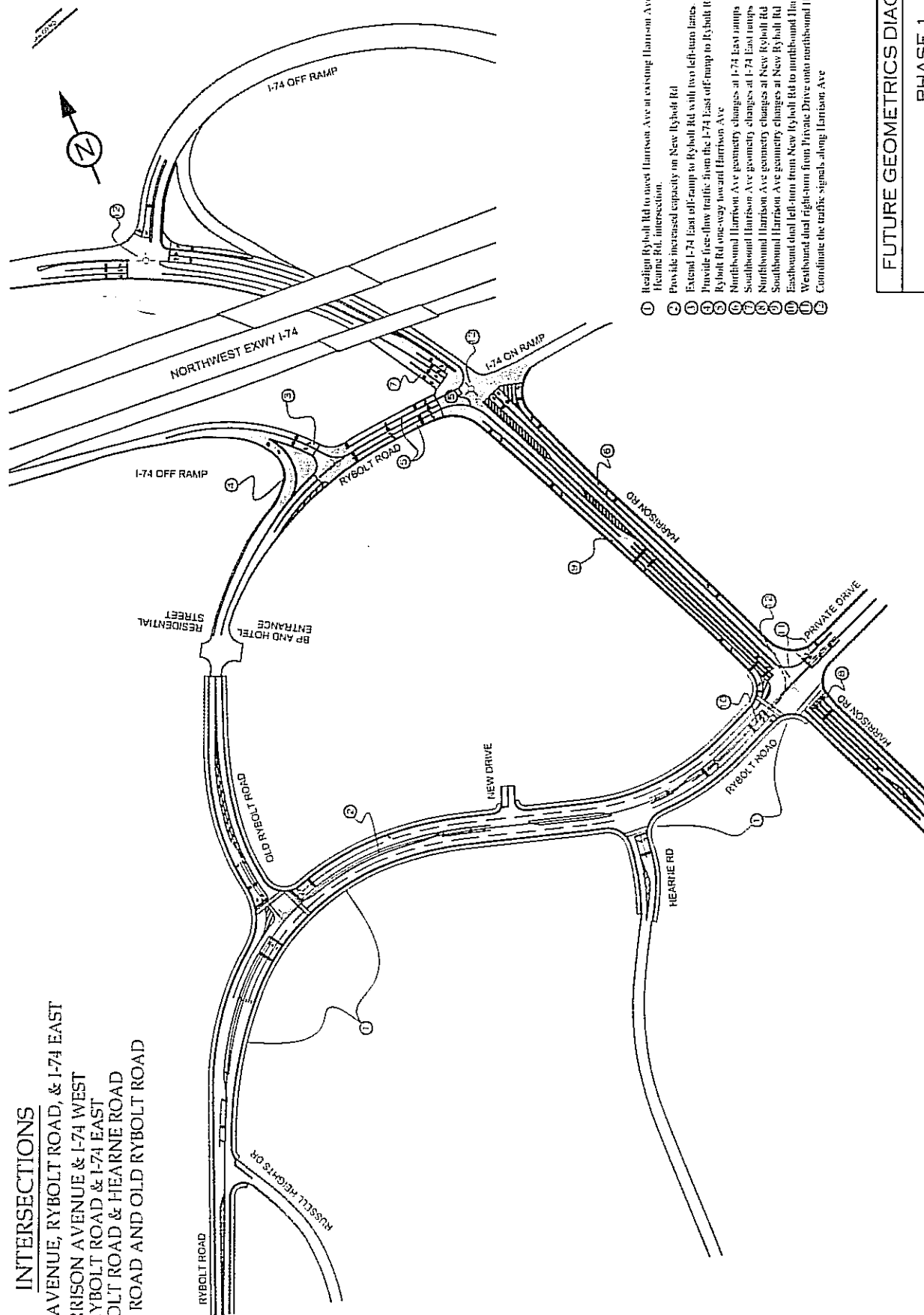
Jay Hamilton, P.E.
District 8 Traffic Planning Engineer

JH:jh

c: File
Reading File

INTERSECTIONS

HARRISON AVENUE, RYBOLT ROAD, & I-74 EAST
 HARRISON AVENUE & I-74 WEST
 RYBOLT ROAD & I-74 EAST
 RYBOLT ROAD & HEARNE ROAD
 RYBOLT ROAD AND OLD RYBOLT ROAD



- ① Redesign Rybolt Rd to meet Harrison Ave at existing Harrison Ave X
- ② Hearne Rd. intersection.
- ③ Provide increased capacity on New Rybolt Rd
- ④ Extend I-74 East off-ramp to Rybolt Rd with two left-turn lanes.
- ⑤ Provide five-flow traffic from the I-74 East off-ramp to Rybolt Rd
- ⑥ Rybolt Rd one-way toward Harrison Ave
- ⑦ Northbound Harrison Ave geometry changes at I-74 East ramps
- ⑧ Southbound Harrison Ave geometry changes at I-74 East ramps
- ⑨ Northbound Harrison Ave geometry changes at New Rybolt Rd
- ⑩ Southbound Harrison Ave geometry changes at New Rybolt Rd
- ⑪ Eastbound dual left-turn from New Rybolt Rd to northbound Harrison Ave
- ⑫ Westbound dual right-turn from Private Drive onto northbound Harrison Ave
- ⑬ Coordinate the traffic signals along Harrison Ave

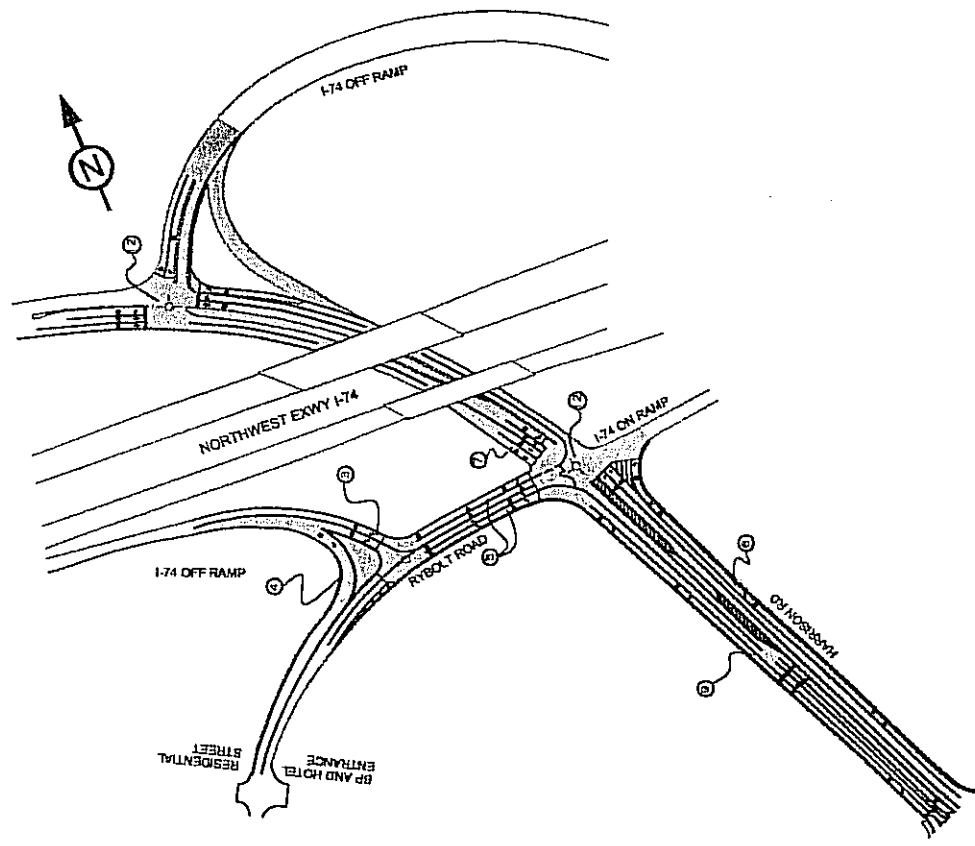
FUTURE GEOMETRICS DIAGRAM

PHASE 1

PHASE 2 (REC #6)

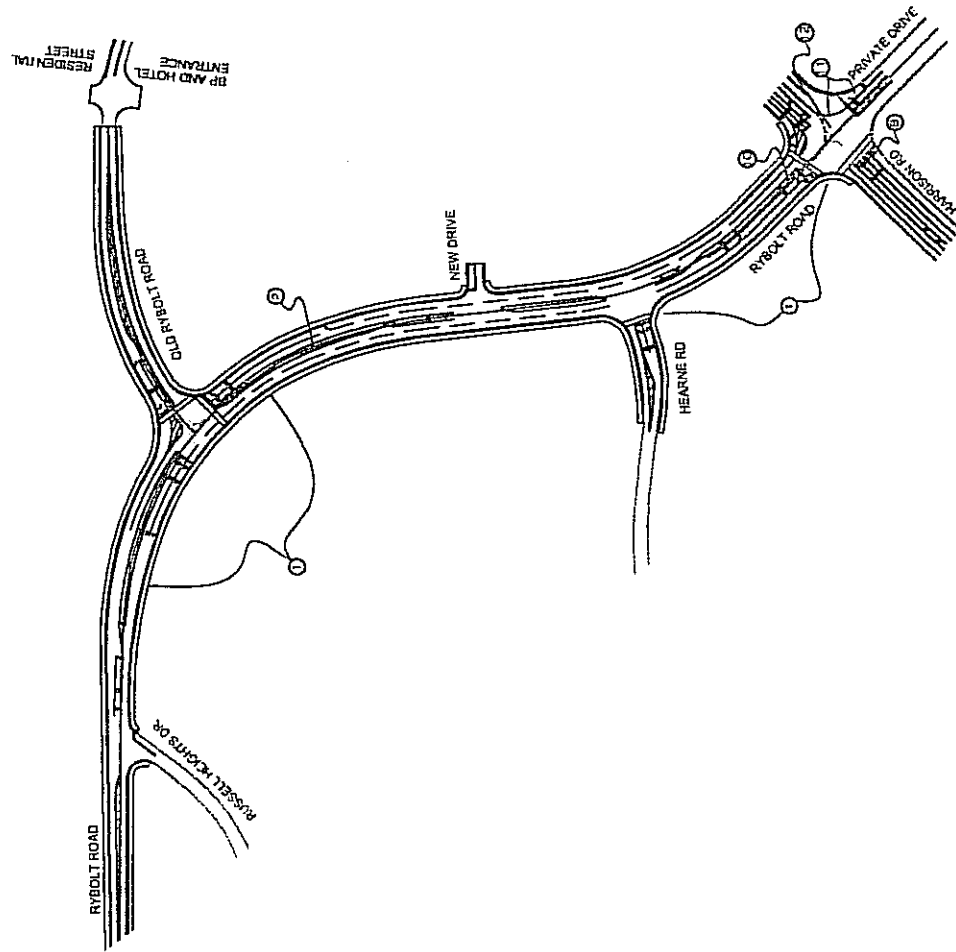


INTERSECTIONS HARRISON AVENUE, RYBOLT ROAD, & I-74 EAST HARRISON AVENUE & I-74 WEST RYBOLT ROAD & I-74 EAST



- 1 Extend I-74 East off-ramp to Rybolt Rd with two left-turn lanes.
- 2 Provide free-flow traffic from the I-74 East off-ramp to Rybolt Rd
- 3 Rybolt Rd one-way toward Harrison Ave
- 4 Northbound Harrison Ave geometry changes at I-74 East ramps
- 5 Southbound Harrison Ave geometry changes at I-74 East ramps
- 6 Southbound Harrison Ave geometry changes at New Tybolt Rd
- 7 Coordinate the traffic signals along Harrison Ave

INTERSECTIONS RYBOLT ROAD & HEARNE ROAD RYBOLT ROAD AND OLD RYBOLT ROAD



- ① Relign Rybolt Rd to meet Harrison Ave at existing Harrison Ave & Hearne Rd. intersection.
- ② Provide increased capacity on New Rybolt Rd
- ③ Northbound Harrison Ave geometry changes at New Rybolt Rd
- ④ Eastbound dual left-turn from New Rybolt Rd to northbound Harrison Ave
- ⑤ Westbound dual right-turn from Private Drive onto northbound Harrison Ave
- ⑥ Coordinate the traffic signals along Harrison Ave

ADDITIONAL SUPPORT INFORMATION

For Program Year 2006 (July 1, 2006 through June 30, 2007), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? X YES NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

SEE ATTACHMENT

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

SEE ATTACHMENT

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

SEE ATTACHMENT

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Harrison Avenue, Rybolt Road & I-74 Improvement Project

Priority 2 Jessup Road Improvement Project

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

A water main is to be installed on the "new" section of Rybolt Road to provide water for fire protection (hydrants). The estimated cost of this "main" is \$200,000.00 which represents only 3% of the cost of this project.

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

SEE ATTACHMENT

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

| | | |
|---------------------------------|-----------------------|------------|
| <u>Hamilton County Engineer</u> | <u>\$1,470,000.00</u> | <u>22%</u> |
| <u>ODOT</u> | <u>\$1,834,060.00</u> | <u>28%</u> |

No OPWC funds will be used for improvements of ODOT controlled infrastructure (I-74 ramps for example). The ODOT matching funds will be expended for this component of the project.

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

SEE ATTACHMENT

TABLE 2: SUMMARY OF SIGNALIZED INTERSECTION CAPACITY ANALYSIS

| Location | Scenario | AM Peak Hour (LOS/Delay) | | PM Peak Hour (LOS/Delay) | |
|--|----------|--------------------------|-------------|--------------------------|-------------|
| | | Opening Year | Design Year | Opening Year | Design Year |
| | | 2009 | 2029 | 2009 | 2029 |
| EB I-74 Off Ramp & Old Rybolt Road | No Build | C/29.5 | D/38.5 | D/49.4 | E/79.3 |
| | Build | B/14.2 | B/14.2 | B/12.7 | B/13.8 |
| Old Rybolt Road/EB I-74 On Ramp & Harrison Av. | No Build | E/58.5 | F/126.8 | E/71.8 | F/114.3 |
| | Build | D/44.1 | F/100.9 | C/26.8 | C/31.7 |
| New Rybolt Road/Hearne Rd. & Harrison Av. | No Build | B/19.3 | C/26.1 | C/26.5 | D/53.9 |
| | Build | D/35.5 | D/40.0 | D/50.2 | E/65.6 |
| Harrison Avenue & WB I-74 On/Off Ramp | No Build | C/26.7 | C/28.3 | D/37.4 | D/44.2 |
| | Build | D/51.9 | D/42.6 | C/28.3 | D/45.7 |

Red: Level of Service F

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

SEE ATTACHMENT

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 1

a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____

b.) Are detailed construction plans completed? Yes X No _____ N/A _____

c.) Are all utility coordination's completed? Yes _____ No X N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No X N/A _____

If no, how many parcels needed for project? 3 Of these, how many are: Takes 3

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Green Township has acquired 4 of 5 parcels on Rybolt Road needed for this project to proceed. Once funding is secured, Hamilton County will pursue establishment of the project that permits appropriation to acquire other needed parcels if necessary. A neutral party will appraise each parcel and owners will meet with R/W agents. If negotiations were not successful, a court case will be filed and the property acquired by appropriation.

e.) Give an estimate of time needed to complete any item above not yet completed. 6 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Rybolt Road is a north-south arterial connecting western Hamilton County to Harrison Avenue and I-74. It serves as primary access for residents in the area to major retail shopping and is a means of access from Green Township to the City of Cincinnati. With the continued growth in the area, Rybolt Road has become a major route to get to the retail area for residents of Green Township, Saylor Park and Delhi Township. Harrison Avenue also functions as a ramp from I-74 to the retail area. It offers a direct connection to I-74 and is classified as a major arterial on the Hamilton County Thoroughfare Plan.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed?

Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 19,800 X 1.20 = 23,760 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Street Levy

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 20 - PROGRAM YEAR 2006
PROJECT SELECTION CRITERIA
JULY 1, 2006 TO JUNE 30, 2007

NAME OF APPLICANT: GREEN TOWNSHIP
NAME OF PROJECT: HARRISON / RYBOLT LANE
RATING TEAM: 2

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

| | | |
|---|---|-----------------------|
| 25 - Failed | SCIP RYBOLT - 15% @ 0 COND. | Appeal Score _____ |
| 23 - Critical | OLD RYBOLT - 31% @ 5 COND. | |
| 20 - Very Poor | RUSSELL HEIGHTS - 13% @ 10 COND. | |
| 17 - Poor | HARR - HEARNE - RYBOLT - 16% @ 0 COND. | |
| 15 - Moderately Poor | HARR - RYBOLT - 1.74 RAMP - 18% @ 5 COND. | |
| 10 - Moderately Fair | HEARNE - 7% @ 23 COND. | |
| <input checked="" type="radio"/> 5 - Fair Condition | | |
| 0 - Good or Better | AVG = 4.25 → 5 COND. | |

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- I-74 EB RAMP LENGTHENED + SIGNAL
TIMING EXTENDED TO SHORTEN
QUEUES OFF OF I-74 RAMP*
- 25 - Highly significant importance _____ Appeal Score
20 - Considerably significant importance _____
15 - Moderate importance *ADDITION OF TURN LANES, ELIM. OF SLIP
RAMP, AND IMPROVEMENT OF SIGNAL TIMING IS INTENDED
TO REDUCE ACCIDENTS CAUSED BY EXISTING POOR
GEOMETRIES.* _____
10 - Minimal importance _____
5 - Poorly documented importance _____
0 - No measurable impact _____

Criterion 2 - Safety *RATED 1.63 (HARRISON + RYAN I-74) L.T. CITY AVG. OF 2.0*

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- ELIMINATE 1 FAILED SEPTIC
SYSTEM + 6 PROPERLY
OPERATING SYSTEMS*
- 25 - Highly significant importance _____ Appeal Score
20 - Considerably significant importance _____
15 - Moderate importance _____
10 - Minimal importance _____
5 - Poorly documented importance _____
0 - No measurable impact _____

Criterion 3 - Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? In all cases, quantified documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25* First priority project _____ Appeal Score
20 - Second priority project _____
15 - Third priority project _____
10 - Fourth priority project _____
5 - Fifth priority project or lower _____

Criterion 4 - Jurisdiction's Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

- 5) To what extent will a user fee funded agency be participating in the funding of the project?
- 10 - Less than 10% *37 USER FEE FUNDS*
 9 - 10% to 19.99% *(CWW) IN PROTECT*
 8 - 20% to 29.99%
 7 - 30% to 39.99%
 6 - 40% to 49.99%
 5 - 50% to 59.99%
 4 - 60% to 69.99%
 3 - 70% to 79.99%
 2 - 80% to 89.99%
 1 - 90% to 95%
 0 - Above 95%
- Appeal Score _____

Criterion 5 – User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

- 6) Economic Growth – How the completed project will enhance economic growth (See definitions).

- 10 - The project will directly secure new employment *BLEY/MEYER* Appeal Score
 5 - The project will permit more development *DEVELOPMENT -*
 0 - The project will not impact development *ONLY COME IF ROAD IS BUILT.*

Criterion 6 – Economic Growth *TRI-HEALTH WILL ONLY EXPAND IF IMPROVEMENT BUILT*
 Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

- 7) Matching Funds - **LOCAL** - *GREEN*
 10 - This project is a loan or credit enhancement
 10 - 50% or higher
 8 - 40% to 49.99%
 6 - 30% to 39.99%
 4 - 20% to 29.99%
 2 - 10% to 19.99%
 0 - Less than 10%

List total percentage of "Local" funds *15* %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other")

8) Matching Funds – **OTHER**

List total percentage of "Other" funds 50 %

- ☒ 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

List below each funding source and percentage

| | |
|--------------------|-------------|
| <u>DOT</u> | <u>28</u> % |
| <u>COUNTY ENG.</u> | <u>22</u> % |
| _____ | _____ % |
| _____ | _____ % |
| _____ | _____ % |

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?
(See Addendum for definitions)

10 - Project design is for future demand.

Appeal Score _____

☒ 8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

DOES PROJECT DO EVERYTHING IT CAN TO IMPROVE LOS? YES.

SEE LOS TABLE

IN INTERCHANGE STUDY. PAGE 17

Criterion 9 – Alleviate Capacity Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

| Design Year | Design year factor | | |
|-------------|--------------------|----------|-------|
| | Urban | Suburban | Rural |
| 20 | 1.40 | 1.70 | 1.60 |
| 10 | 1.20 | 1.35 | 1.30 |

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects and readiness to proceed)

- 5- Will be under contract by December 31, 2006 and no delinquent projects in Rounds 17 & 18
3 - Will be under contract by March 31, 2007 and/or one delinquent project in Rounds 17 & 18
0 - Will not be under contract by March 31, 2007 and/or more than one delinquent project in Rounds 17 & 18

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round, unless a variance is approved by the Integrating Committee.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10- Major Impact

Appeal Score

8 – Significant Impact

6 – Moderate Impact

4 – Minor Impact

2 – Minimal or No Impact

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

☒ 6 Points

4 Points

2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

☒ 0 - Less than 20% reduction in legal load

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

☒ 10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

☒ 5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.